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CLASSIFICATION SECRET

COUNTRY East Germany

REPORT

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TOPIC Finow Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 24 August 1955

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REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE) One sketch

and 1 legend

REMARKS

This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Finow airfield between 14 June and 9 July 1955:

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14 June. Between 0600 and 1830, take-offs and landings were practiced by MiG-17s which were repeatedly recognized by the pronounced sweepback and the missing of the stem in the fuselage.

16 June. Take-offs and landings were made by jet fighters.

17 June. Between 0600 and 1900, there was local flying.

18 June. Between 0600 and 1830, jet fighters were observed aloft.

21 and 22 June. Between 0600 and about 1845, jet fighters practiced taking off and landing.

23 June. Between 0600 and 1900, there was local flying. Between 1630 and 1700, seven take-offs were made by MiG-17s on which 2 pitot tubes and the missing of the fuselage between the rudder and the jet exhaust were definitely observed. It appeared that the MiG-17s required a shorter runway strip and that they had a better climbing ability than the MiG-15s or U-MiG-15s.

24 June. Between 0600 and 1830, local flights were made by jet fighters.

25 June. Practice flights were only observed during the morning.

27 June. Between 0600 and 1930, take-offs and landings were practiced by jet fighters. Between 1800 and 1930, only MiG-17s practiced flying. After landing, the aircraft taxied under their own power to the runway and to the temporary building near the northern taxiway in the western portion of the field. There the planes cut their engines off. The jet fighters were towed by a truck to the eastern runway end.

28 June. Between 0600 and 1800, jet fighters made local flights. Between 2100 until about midnight, there was night flying. One searchlight illuminated the runways for individual landings.

29 and 30 June. Between 0600 and 1900, there was air activity by jet fighters. At 0845, one IL-28 with auxiliary fuel tanks approached Finow airfield from a northwesterly direction, circled the area and then headed toward the northwest. At 1500, jet fighters practiced diving in the vicinity of the field. Between 1700 and 1800, a total of six dives was observed. When diving, the aircraft extended their brake flaps. A support of the flap was observed between brake flap and fuselage.

1 July. Between 0600 and 1800, jet fighters practiced local flying and individual formation flying. From 2130 until about midnight, there was night flying and

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searchlights were in operation when the planes landed.

2 July. Between 0600 and 1830, there was air activity by jet fighters.

4 July. There was no air activity by jet fighters. Between 0830 and 0930, several Po-2s took off and headed toward the south. After some time, the Po-2s landed again at the field.

6 and 7 July. Between 0600 and 1800, there was air activity. At 2100, night flying by jet fighters was observed.

7 July. At 1100, one IL-28 with auxiliary fuel tanks approached the field from a northwesterly direction, banked over the field and headed toward the northwest.

8 July. Between 0600 and 1800 and between 2100 and about midnight, there was air activity by jet fighters. At 0730, a jet fighter dropped a **balloon** over the middle of the field.

9 July. Between 0600 and noon, take-offs and landings were practiced.¹

2. On 30 June, the radar installation near Finow estate remained unchanged. The overhead power line extended from this radar set in a southeasterly direction to a building at the airfield via an installation consisting of two bunkers located about 200 meters south of the road. A Kniferest radar set was observed east of the point where the overhead line crossed the Menningsfliess Brook. Three masts with Umbrella antennas were observed in the northern portion of Forest District No. 216, about 200 meters east of the Biesenthal road and north of the approach lane. No radio trucks were seen there while two radio trucks with one Umbrella antenna each parked northeast of the western runway end.²
3. At 1700 on 18 June, an estimated total of 30 aircraft crates were seen at the northern spur track at the field. The crates had the shape of a building with a saddle roof. It was estimated that the crates were 7 to 9 meters long, 3 meters wide, and 3 to 4 meters high. On 27 June, it was observed that the number of aircraft crates was increased to approximately 50 to 60.³
4. The distance between the point where the Finowfurth-Finow railroad line crossed the Biesenthal road and the southern border of the airfield was 1.6 km. The board fence at the eastern end of the field extended as far as the southern approach lane between Forest Districts Nos. 218 and 184. From there, the board fence followed the lane for about 50 meters. A massive building was located at this point. The lane was concrete surfaced as far as Schwarzer Weg. Twelve revetments were located at Forest Districts Nos. 185 and 186 south of the concrete lane, and four revetments were observed north of this lane near the crossing of "Rotes Gestell" and Biesenthal road, west of the massive building. Then the border of the airfield extended from the crossing of "Rotes Gestell - Schwarzer Weg" to the northern edge of the Walpurger Bruch, and from there to the northern end of Forest District No. 224. From this point a simple fence extended south of two temporary buildings to the north as far as the so-called Mittelfeldweg. Then the fence was interrupted for about 200 meters by the extension of the runway and then followed the Mittelfeldweg. From there the fence extended to the east and broke in an easterly curve south of Works II. From this point, the fence extended straight as far as the railroad line. At the northern end, the board fence at Biesenthaler road was displaced for about 50 meters. Construction work was done on a solid building, measuring about 5x8 meters, which was located at the corner between the airfield road and Biesenthaler road. A location sketch was drawn up.⁴
5. On 30 June, there was intensive air activity at Finow airfield. Between 1700 and 1830, seven jet fighters in wedge formation practiced flying in the vicinity of the field. After about 10 to 15 minutes, the formation

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was dispersed and the aircraft landed individually.¹

6. On 2 July 1955 there was intensive air activity at the airfield. Jet fighters practiced flying in elements of two, and formations of up to seven aircraft. On 7 July, there was also intensive air activity including formation flying.¹
7. At about 1800 on 6 July, a large number of jet fighters and four biplanes were parked in a line at the northern portion of the airfield. Eight jet fighters were parked at the eastern end of the runway. Four of these aircraft were covered with tarps while the other four planes were involved in air activity. At 1830, two jet fighters took off at short intervals, assembled to an element of two and headed toward the northwest. At 1845, two other jet fighters took off at short intervals and left the field in an element of two.¹
8. The radar set north of the Sarmersfelde-Eberswalde highway, which was previously equipped with a Token radar set, was unoccupied. The Token radar set near Finow estate remained unchanged. A Kniferest radar set was observed near the AA gun emplacement in the southeastern corner of the airfield.²
9. Between 18 and 21 July, there was daily intensive air activity by jet fighters including individual flying, flying in elements of two and formation flying. Individual flights by Po-2s were also observed. Between 0600 and 1600 on 22 July, about 60 take-offs by jet fighters were counted. Finow airfield was occupied by approximately 60 jet fighters.¹
10. At about noon on 25 July, it was observed that nine jet fighters made individual flights in the vicinity of the airfield. Intensive air activity was observed until about 1800. In July 1955, approach flights with sleeve targets were observed several times. Few of the attacking aircraft zoomed up shortly before they had reached the target. The aircraft had auxiliary fuel tanks. The flights lasted about 60 minutes.¹
11. On 1 and 17 July, two details each of about 100 soldiers, who wore blue epaulets, arrived at Finow by rail.
12. On 29 July, 16 railroad tank cars arrived at Finow railroad station and were transferred to the airfield in the evening.
13. All paths north and northwest of the airfield were restricted to public use except for farmers who cultivated their fields there. In the south, the border of the airfield extended just north of "Rotes Gestell". The fence curved to the west just north of "Rotes Gestell", extended parallel to "Rotes Gestell" for some meters and ended. Although "Rotes Gestell" did not belong to the airfield, all persons except forest workers within the "Rotes Gestell" were subject to checking by Soviet guards. Although the checking of "Schwarzer Weg" which was running between Forest Districts Nos. 184 and 257, was less strict, Soviet guards periodically checked persons there. The watchtower northeast of the airfield was located at that point where the fence curved from Biesenthaler road to "Rotes Gestell".⁴
1. Comment. Finow airfield is believed to be still occupied by the headquarters of a fighter division and two fighter regiments. Intensive air activity including diving, approaching of sleeve targets, and formation flying of up to seven aircraft was observed. MiG-17s were involved in air activity. About 60 jet fighters were seen at the taxiway.

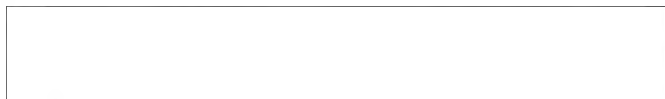
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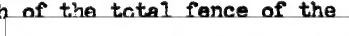
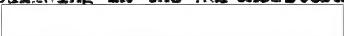
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2.  Comment. Radio and radar installations have been reported previously. 25X1
Umbrella-type antennas were often transferred within the airfield area. The radar set near Sommerfelde is still unoccupied. The purpose of the two bunkers between the radar installation near Finow estate and the airfield cannot be determined.
3.  Comment. Information on aircraft crates observed in the northern 25X1
portion of the airfield was contained in a previous report.  25X1

4.  Comment. The extension of the southern airfield border was corrected. 25X1
A sketch of the total fence of the airfield was contained in a previous report.  Information contained in the present 25X1
report confirms previous information. The new building in the northeastern corner of the airfield was reported previously.  25X1
For layout sketch of Finow airfield, see Annex.

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Annex

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Lavout Sketch of Finow Airfield

Legend:

- 1 Bunker on the overhead power line extending from Finow airfield as far as Finow estate.
- 2 Kniferest Radar set
- 3 Storage area for aircraft crates
- 4 Spur tracks (schematized)
- 5 Overhead power line
- 6 New building
- 7 Board fence
- 8 Runway
- 9 Bunker located on "Rotes Gestell"
- 10 "Schwarzer Weg" road
- 11 "Mittelfeldweg" road
- 12 Two masts with Umbrella aeriaks
- 13 Fence

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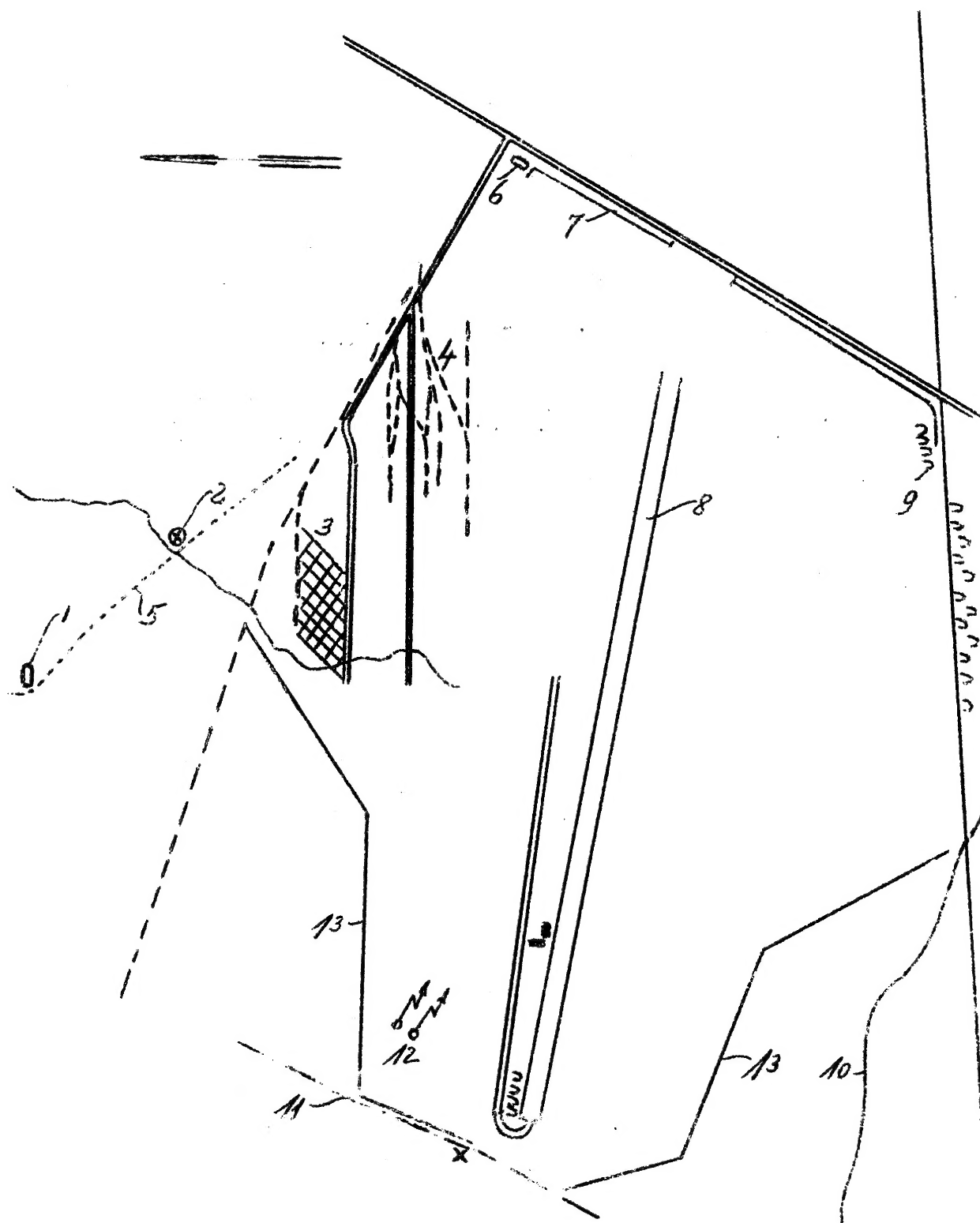
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Layout Sketch of Finow Airfield



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